

EXTENSIONS OF REMARKS

HONORING MR. JAMES FARLEY

HON. JARED HUFFMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 23, 2014

Mr. HUFFMAN. Mr. Speaker, it is my pleasure to recognize Mr. James Farley on the occasion of his retirement as the Director of the Marin County Department of Cultural and Visitor Services after four decades of service to the people of Marin.

Beginning his career with Marin County in 1974 as an usher, Farley also spent 28 years as manager of the Marin County Fair and 34 years managing the Marin Center. During his illustrious and long career, Jim has brought wide recognition and praise to the Marin County Fair, including four Western Fairs Association Merrill Awards for being the most innovative county fair in addition to more than 700 other Individual Achievement Awards since 1987. Additionally, under his leadership, the Marin County Fair became the Greenest County Fair on Earth, a recognition it has received since 2008.

Throughout his years of managing the fair, Mr. Farley has built a reputation for his unselfish sharing of knowledge with fair leaders across the continent, and has helped make the Marin County Fair's reputation for unparalleled excellence known internationally. Please join me in expressing deep appreciation to Mr. James Farley for his long and singularly exceptional career, and for his outstanding record of service to the people of Marin County and beyond.

150TH ANNIVERSARY OF THE NEW ORLEANS TRIBUNE

HON. CEDRIC L. RICHMOND

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 23, 2014

Mr. RICHMOND. Mr. Speaker, I rise today to recognize the 150th anniversary of the New Orleans Tribune, the country's first African American daily newspaper.

Originally founded in 1864 by Dr. Louis Charles Roudanez, a free man of color and native Louisianian from St. James Parish, the Tribune served as an outspoken voice for the interests of African Americans during a period of turmoil and uncertainty in the final year of the Civil War and early Reconstruction. The Tribune aggressively advocated for civil rights, black suffrage, desegregated public education, and better wages and working conditions for freed slaves. It operated under the radical philosophy that "freedom without equality before the law and at the ballot box is impossible." Although primarily a lens to conditions in Louisiana, the paper worked towards reforming all of Southern society by sending a copy of each issue to every member of Congress. It quickly received national recognition, and its editorials were often read here on the floor of Congress.

Though the Tribune ceased publishing in 1870, its spirit of advocacy, justice, fairness and uncompromising purpose was invoked in 1985 by Dr. Dwight and Beverly Stanton McKenna, when they began their newspaper and named it in honor of Dr. Roudanez's Tribune. The modern-day Tribune continues to offer an invaluable voice on issues affecting the Black community in New Orleans and around the country. In June, the African American Leadership Project honored the Tribune as its Institution of the Year for its "outstanding reporting, incisive commentary, and journalistic advocacy for social justice on behalf of those needing a voice."

In commemoration of its success, I would like to share part of the Tribune's mission statement, published in July 1864 on the front page of its first issue: "Under the above title we publish a new paper devoted to the principles heretofore defended by the Union. Convinced that a newspaper, under the present circumstances, representing the principles and interest which we propose to defend and advocate was much needed in New Orleans, we shall spare no means at our command to render the Tribune worthy of public confidence and respect." Today we recognize the fulfillment of this mission. I wish to congratulate the McKenna family on this historic milestone, and to thank everyone at the New Orleans Tribune for the exceptional service that it provides to the African American community.

SHORT-TERM EXTENSION OF
TRANSPORTATION FUNDING

HON. SUZANNE BONAMICI

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 23, 2014

Ms. BONAMICI. Mr. Speaker, I rise in support of the Highway and Transportation Funding Act. There are few issues that have united such a diverse group of constituents as the need to maintain funding for federal transportation programs. Construction projects serve as a strong form of economic stimulus not just in Oregon, but across the country. From the workers who build our roads to the companies who use them to transport their goods, many of our constituents have emphasized their concern about the pending depletion of the Highway Trust Fund. Those constituents are frustrated and don't understand why Congress can't act to support such a clear national priority as the need for safe and reliable transportation infrastructure.

Although I do plan to support the Highway and Transportation Funding Act, this 8-month fix is far too short. We must develop a long-term solution to the fund's insolvency. I, and many like me in Congress, voted to support today's short-term legislation because it protects funding for current construction projects and current jobs. But we do so knowing that more comprehensive, substantive action is needed to ensure that projects in 2015 and

beyond are not in jeopardy. In Oregon, we recently received notice from the state's Department of Transportation that eliminating funding in 2015 would cost our state roughly \$470 million in transportation funding and would reduce the construction workforce by an estimated 4,700 jobs.

Passing a temporary fix to the Highway Trust Fund creates uncertainty among states, local governments, and contractors, all of whom may be less likely to take on new projects and in turn less likely to hire workers. Not only does the uncertainty hurt our constituents who work in the industry and the long-term transportation planning undertaken by state and local governments, it also hurts our economic competitiveness. When groups like the America Society of Civil Engineers give our infrastructure a near failing grade of D+, as they did in their 2013 scorecard, companies considering relocating their business operations to the United States may think twice. This is an unacceptable situation.

With an economy still working to regain its full strength, another short-term fix is an economic risk we should not take. Millions of people rely on our roads, bridges, and ground transportation to get to work and transport goods. Businesses in Oregon increasingly raise concerns about the ability of our freight infrastructure to support the high volume of goods they are transporting to market. This legislation represents the bare minimum we can do. Our constituents deserve a more comprehensive, long-term solution so that our infrastructure can support a growing and thriving economy.

Therefore, I will vote yes on this legislation with caution, and I urge my colleagues to take a long-term look at the need to stabilize our transportation funding source.

RECOGNIZING THE 40TH ANNIVERSARY OF THE TURKISH INVASION AND OCCUPATION OF CYPRUS

HON. MICHAEL G. GRIMM

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 23, 2014

Mr. GRIMM. Mr. Speaker, I rise today to commemorate and recognize the 40th anniversary of the Turkish invasion and occupation of Cyprus on July 20th, 1974. As a proud representative of countless Greek and Cypriot American families in Brooklyn and Staten Island who have contributed immeasurably to New York's vibrant culture and economy, I have come to know the lasting impact that this heartbreaking saga of military occupation, forced eviction, seized property, and desecration of sacred religious sites has had on this wonderful community. As such, I am honored to join my colleagues on both sides of the aisle as a member of the Congressional Caucus on Hellenic Affairs, and to lend my unwavering support to Cyprus in its struggle for justice and restitution for these ongoing offenses.

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